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April 24, 2008

Tim Stewart
City of Bellingham Planning Director
Planning & Development Services
5280 Northwest Road
Bellingham, WA 98227

Subject: Fairhaven Highlands – E.I.S. Scoping Alternatives Engineering Review

Dear Tim,

In response to your April 2, 2008 letter to Langabeer and Tull's office regarding the Fairhaven Highlands Scoping Summary, we have been asked to comment on several items of a technical nature relating to the different development options listed in the E.I.S. Scoping notice. The two principal items that need to be discussed further would be your suggestion to study offsetting the project entrance at Viewcrest by moving it southerly at least 150 feet and conducting a structural and seismic analysis of the 12th Street Bridge.

It is standard practice that a minimum intersection offset should be at least 150 feet. In this particular case, however, sight distance is so crucial that even this offset does not technically pass the test. When Viewcrest Road and the project entrance are aligned the project transportation consultants can verify that the required sight distance criteria would be met. Any shift, either to the south or to the north causes problems. Our analysis of a southerly shift of 150 feet is that it will require the lowering of the existing Viewcrest/Chuckanut intersection by approximately 7 feet for over 300 feet in length along Chuckanut Drive would be required. Such a grade change would require that all underground utilities and even surface power poles be reinstalled or relocated. We know from other projects that the Viewcrest/Chuckanut intersection is solid rock with the pavement actually paved over it. In addition to relocation of utilities, the lowering of the grade would lower the Viewcrest Road intersection. This intersection is already fairly steep, and an increase in slope would only exacerbate the existing situation.

An offset intersection would require Viewcrest traffic to cross the left turn channelization that would need to be installed on Chuckanut Drive to facilitate the project's entrance. The left turn lane would require Viewcrest Road to change to a right turn only situation.

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The offset suggestion therefore needs to be reevaluated based upon the following items:

1. Sight Distance Criteria.
2. Modifications required on Chuckanut Drive.
3. Modifications required at Viewcrest.
4. Channelization conflicts due to an offset.
5. Signalization issues due to an offset intersection.
6. Major utility modification required.

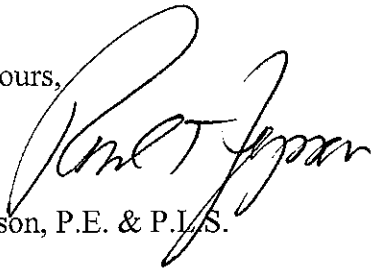
In our professional opinion, offsetting the intersection of Viewcrest Road and our project's entrance is not a feasible engineering alternative.

The second item of concern was the suggestion of structural and seismic analysis of the 12th Street Bridge. We have obtained the State Highway Department's most recent inspection reports of this facility. We can prepare estimates for bridge widening as is suggested based upon the existing structural type. The structural and seismic analysis would seem to be an agency obligation. We are investigating further with the Department of Transportation and may find that this analysis has in fact already been completed.

We should also add that we do not believe that widening the bridge would help alleviate traffic problems along the Chuckanut Drive corridor because the roads on either side of the bridge are the limiting factor. Widening 12th Street from Fairhaven Parkway past the school might be considered in the City's overall traffic improvement plans.

Thank you for your consideration.

Very Truly Yours,



Ronald T Jepson, P.E. & P.L.S.

Cc: Dick McKinley, Public Works Director
Greenbriar NW Associates
Bob Tull, Attorney
Ben Wasson, P.E.